

THE BOTTLE SHIPWRIGHT

No 2 1985



Miniature model of the brig, *HMS BOUNTY*, in 1/2 pint flat
drawn bottle, by JACK WILSON
[Stefford, England]. Hull in three sections. Waterline a strip
of flat white celluloid 3/32nd inch thick.

The Journal of the Ships-In-Bottles Association of America

THE **BATTLE SHIPWRIGHT** is the journal of the Ship-In-Bottle Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ship-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the Membership Chairman Robin Lee Harris-Freedman, 265 North Fifth St., Harrisburg, PA 17110, USA. Annual dues are \$12.00 for both North American and overseas members.

ARTICLES AND PHOTOGRAPHS for publication in the *Battle Shipwright* should be sent to the editor at P.O. Box 550, Coronado, California 92118 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission of material is the last day of the second month of each quarter.

Jack Hinkley, President; Don Hubbard, Editor
Per Christensen, Graphics; Lee DeZan, Distribution
Robin Harris-Freedman, Membership; Alan Rogerson, Cover Printing

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KENNEDY SHIP by Mr. John Owen, President of the Japanese Ship-In-Bottle Association

FROM THE PRESIDENT



In November we learned of the death of our great, good friend in Sheffield, England, Jack Neather. Jack was President of the European Association of Ship-in-Bottles and author of *MODELING SHIPS IN BOTTLES*, a "must" book for every builder's library. His new book was completed just prior to his death and finally published in February of this year. Closeover in this issue you will find out how copies may be obtained from John Curden, in England. Jack was an active participant in ship-in-bottle shows throughout the world, and it was at the First Ship-In-Bottle International in San Diego in 1982 that I initially saw his work. But it was through his extensive correspondence and his books that most of us came to know and admire him. Although he has gone from us his fine models and the work he authored will keep his name alive. We dedicate this issue of *THE BOTTLE SHIPWRIGHT* to his memory.

John Curden, of Millanize, England has been selected to become the new President of the European Association of Ship-in-Bottles to succeed Jack. John has been an active builder and collector of bottled models for many years, and has been a member of the European Association since its founding. John and I have often written to each other, and we have just completed the exchange of models for our respective collections, so it is with great pleasure and a sense of personal friendship that I send him the best wishes of our Association as he assumes command. For those of you who do not already know it, membership in the European Association is open to anyone with an interest in bottled ships. To enroll an International Money Order (or cash) in the amount of \$10.00 (US) should be sent to: AUBREY CLUNING, Editor, *THE BOTTLESHIP*, Gaskellard 14, 2524 CA WILMONT, HOLLAND.

For me it has been a great year. I have been in touch with many of our members by mail and have had the happy occasion to personally meet our Membership Secretary, Robin Friedman and her husband, now that they have moved to Pennsylvania. I have seen Don Hubbard and Alan Rogerson, our Bottle Showright staff, get out a writer and more informative publication. I have been pleased to see Jim Dawson take on the Association's uncolored patch project and bring it to fruition (I proudly wear one on my jacket pocket for all to see and admire.) And I am delighted by the way members are sending in suggestions and, yes, criticism so that we can make the Association a better one. Best of all, it is heart-warming to see the way member enthusiasm has built and strengthened the common bond between us. It is that kind of response which keeps our Association strong and growing. My best wishes to each of you for a happy and productive 1985.

JACK HICKLEY

Jack

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BUILDING THE BARK'S SCHOONER, ELISE

by

Bob Emery

ELISE is a Bark's schooner designed by Thomas F. McParus of Boston. This ship, McParus's most famous, was launched in 1810 and her dimensions were 106.5 feet long, 25 feet beam and 11.5 feet draft. I adapted the this design for a ship-in-a-bottle from Bjorn Landstrom's illustrated book, *The Ship*.

The ELISE is a straight-forward modeling project. The hull is carved, painted and a white stripe of white thread glued on. Deck cards are cut from file folder material and glued in deck spaces. If desired, simulated frames of thin paper strips can be cut and applied to the inside of the rails. Masting lines can then be painted white. Full case, full hull and aft half, can be cut from file folder material, painted brown and glued to the hull. Rub rails, made from light colored beige thread, are soaked in glue and attached in their proper position. Deck houses and deck furniture are then installed. Masting and rigging are self-explanatory, however, there are several things to watch. Moving aft, the jib topsail, jib and forestay sails must permanently secured to the foremast by their stays. All other lines must run freely through the foremast rigging holes.

Sails for ELISE were made from well washed, well worn ribbed edges of handkerchiefs. Sails are laid out to match the cloth run of the sails. Jibs are cut on the bias and glued to simulate sail cloth run. Sails are then lined with light beige thread and glued using white glue thinned with water. The sails were then lightly sprayed with a mixture of half alcohol and varnish.

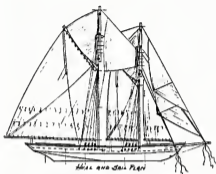
Finally, ELISE was designed to be inserted in a 1.5 liter jug-type wine bottle. These bottles generally have long necks (5-6 inches, 100-125mm) so careful planning is needed in order to complete the project. So experiment, check, double-check and double-check again as you go along.

Color scheme for the model is: Hull- dark green, white strip, red boat, brown rails, light beige rub rails, inside of rails white. Mast and jib-boom brown, mid-sections of main and foremast white.

Elise makes a nice looking and historic model, so give it a try and good luck.

Bob Emery, La Habra, California





Starboard and Sail Plan



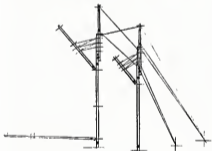
Foremast



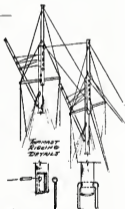
Mainmast



Deck Plan



Foremast and Rigging



Mainmast
Rigging
Details

DETAILS OF MAST RIGGING

ELSIE
DESIGN
APPROVED BY F. L. MANNING 1909

BUILDING A BASE TO ANCHOR YOUR MODEL IN THE BOTTLE

by
Guy DeMarco

In the last issue we had an article by Robin Freeman telling us how to ship bottled models to Japan. It is too late now to address the Japan shipment, but it is still quite possible that your pride and joy will be shipped to some other far away place with a strange sounding name, so you must remember that even though your bottle is securely packed, you don't want what's inside to rattle around.

Even though I use clay "seas" almost exclusively, I find it is still worth the time to prepare a ship "bed". These quick setting epoxies will adhere to glass, and to be doubly sure I use protruding wire sweeps to provide a fail-safe.

Start by making a lower hull blank to be used as the final resting place for your completed model. Drill horizontally through this blank in several places and insert soft metal wire (Fig. 1). Bend these sweeps back and insert the hull blank into the clean bottle. Using some epoxy, glue the hull blank down. I usually over-expose the blank. Being safe is better than being sorry! After drying, bend the sweeps outward (Fig. 2). Now build on your sea bed covering the blank and the sweeps up to the level at which the ship will sit.

When bottling I glue the finished hull to the blank. This process allows me the freedom to pull the existing corage tank without pulling the boat out of the water. (Am I the only builder that this happens to?)

After all is finished I hide the glue line by building up the "sea" around the model, or in some cases the blank is counter sunk below the waterline. My model is now firmly attached to the glass and ready to be shipped anywhere.

Guy DeMarco, Floral Park, NY



1. Side view. (Holes are not critical in placement)
Use epoxy liberally.



"Sweep in position"

2. Top view.
Wire sweeps or
anchors are of
soft wire to make
bending easier.

submitted by
Ted Scaffidi

The sketches show some of the tools I use in the preparation of the bottle and putty ocean. While I realize that many builders completely mix the color into their putty sea, I have always painted the inside of the bottle where the sea is to rest, put in the putty in its natural color, and then painted the putty surface. I use white for the waves rather than relying on the natural color of the putty since I have found that the latter dries rather yellow. Most of the techniques I use come from the book, SHIPS IN BOTTLES, by J. P. Lauder and R. H. Stige, (Pearson Penhall & Co, Ltd. 1964) with some slight variations.

Ted Scaffidi, San Diego, California

Tool for forming waves on the putty sea.
It produces a "beaten metal" or "panned" surface.



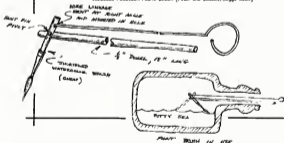
MADE FROM TWO BALL BEARINGS, ETC.

STEEL ONE FROM THE WHEELS OF A TRUCK.

TOOTH COAT-
MAKING AND
HEART THROUGH
EXISTING HOLE
IN PUTTY BALL.



Variable Position Paint Brush [From the Lauder/Stige Book]



A LITTLE ABOUT THE HISTORY OF OBJECTS AND OTHER THINGS IN BOTTLES

by

Per Christensen

Ever since the bottle was invented it has appealed to the fantasy of men. Oriental legends tell about spirits who are conjured in bottles. And the motif of the figure in the bottle (Illustration No. 1) was used by the famous Danish author, H. C. Andersen, to represent confinement when he wrote a picture book (1830-33) for a little friend, Otto. (Otto Zink, Danish actor, 1824-1898). In all probability Andersen first came upon this theme while listening to his father reading from the book, A THOUSAND AND ONE NIGHTS, the stories told by Queen Scheherazade, the bride of a murderous Sultan, who tricks him into sparing her life by telling him an exciting new tale each night.

In earlier times the "foundation-stone" poems for many houses were sealed in bottles and hidden in the hollow wall during construction. Centuries later, when the houses were pulled down or rebuilt, the well preserved documents were rediscovered. Seamen in distress have written fired farewells on pieces of paper which were sealed in bottles and thrown into the sea. Often many years passed before the bottle washed up on a foreign shore to tell the fate of the ship and writer. And for many years pines and plums have been grown in bottles, then cut off when they have grown large and ripe. Alcoholic beverages are poured in over them to preserve them as they grow. Thus, we know that the building of ships in bottles has been a lure to many people.

But bottles have been used for building things other than ships. In fact such "object" bottling was a widespread spare time occupation for about 200 years beginning about 1700, and in museums throughout the world you can find examples of this type of work. The craftsmanship seen inside some of these bottles speaks eloquently about their makers. Mostly the builders lived some form of isolated existence, just as the seamen did. Lighthouse keepers, farmers, lumbermen, members of religious orders, prisoners, inmates of asylums and hospitals, all were attracted to this most patient art form.

In a way there is a symbolism in the use of the wine or liquor bottle, and even the earlier non-prescription medicine bottles which often contained opium as well as alcohol. The contents of the bottle were used to relieve pain and loneliness, and to kill time, and the complex objects which were built to replace the liquid served the same functions.

The earliest bottle shipbuilders usually searched for bottles without scratches, bubbles or raised designs on them, and these were almost always wine or liquor bottles. Ship



bottles were laid on their side to allow the vessel to sit properly. The builders who put objects in bottles were not so selective and used whatever bottle was close at hand and available. And they used the bottles as they stood - upright!

What kinds of objects did these long ago builders put into their bottles? Simply answered, they bottled everything between heaven and earth for these builders were motivated by both religious and temporal influences. The temporal objects could be pen reels, spinning wheels, looms, chairs, and other objects used in daily living; while the religious articles usually depicted altars, crosses and the crucifixion scene itself. In bottles where the crucifixion is shown the cross is mostly made of wood and supplied with realistic details such as handmade or commercially made pictures of Christ. In many of these bottles the instruments of the passion are seen as well: the cock, the sponge, the lance, the santon, the sword, the hammer, the nails, the thorny crown, the column, the sponge and the ladder.

In many of the bottles handwritten notes can be found. The maker of the bottle-work has "signed" his creation. Illustration No. 2 shows such a work. A small piece of paper inside shows that it was made in Malmö (Sweden), May 10, 1781, by Nils Christopher Holm.

Illustration No. 3, contains a pen reel, and there is a handwritten note which says:

"A skillful woman is the house's pride
and gives herself to her friend as a bride.
Made for me on a journey to
Roster Dam [Rotterdam, Holland]
Eke Skov af Læsnø [a small Danish island]
March 11, 1840"

And in Illustration No. 4 there is a note bound to the pen reel which tells that the work was made by Las Peder Ansen [a Dane] on a Monday evening in 1840.

While few well know, the object in a bottle probably predates the bottled ship and very likely was an important link which led to its later development at sea.

PER GRUBBEN



by

Randy Hartindale

SAD, what is a square root? Thank goodness we don't need to know for building ships-in-bottles - or do we? I have been building notched ships for several years, but every once in a while I need to place some object other than a ship inside the glass. It then became a matter of trial and error to find the largest size object that would pass through the neck without jamming. To overcome the frustration of several bad tries, I finally sat down to find a mathematical solution to determine the largest possible square or rectangle that would pass through a bottle neck of any given diameter. Here's how it works. First I measure the smallest INSIDE diameter of the bottle neck, remembering that the smallest diameter is NOT always at the opening. Then I take 1/2 of this to find the radius. For it is the radius figure that we must work with. To calculate the largest square that will pass through the bottleneck just plug your radius measurement into the following formula: $\sqrt{R^2}$. The answer gives the length of the side of the largest square. Remember, to square the radius first, then multiply by 2, and finally take the square root. Don't let the idea of square root trouble you. Most cheap pocket calculators can do the math for you, often giving you a special way with a square root symbol to push once you enter in your numbers.

As an example, assume a diameter of 25mm. Half of this is 12.5mm [radius] 12.5 squared = 156.25 X 2 = 312.5. The square root of 312.5 = 17.68mm

It's not much harder to find the largest rectangle. The rectangle has two different lengths to worry about. For our purposes the short side measurement can be no longer than R [the radius again.] The longest leg of a rectangle can then be calculated with this formula: $\sqrt{R^2}$. Again, remember to square the radius first, then multiply by three and then take the square root. As before 156.25 X 3 = 468.75, and the square root is 21.65mm.

These two formulas have worked well for me. I usually make my objects a hair smaller than what I calculate, just to be on the safe side. I have found that using a metric rule and measuring in metric is easier. That done away with the problem of converting to a decimal measurement the nearest 1/32nd or 1/64th found with a standard ruler.

Randy Hartindale, Broom, Utah

THE "IF YOU THINK YOU'VE SEEN EVERYTHING" DEPARTMENT



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PO BOX 14, BROOM, UTAH
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JAMES COOK



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SOURCES FOR SMALL PLAN LISTINGS

by
George Finker

Here are some additional sources that members can use to create or find plans for bottled ships. Some are out of print, but copies can often be found in libraries. Many libraries or local book stores should be able to look in the large reference work, BOOKS IN PRINT to see which of the below are still available from publishers.

1. THE AMERICAN FISHING Schooner, 1825-1935 by Howard Chapelle. I think this is out of print now, but not too hard to find in good libraries. Although it is rather specialized it is an excellent reference book and has wonderful line drawings for plans.

2. THE SHIP and SAILING SHIPS, both by Ejorn Landstam. THE SHIP was the earlier work. SAILING SHIPS is a later edition, revised and smaller.

3. SHIPS by Attilio Cucari and Enzo Angelucci, and SAILING SHIPS by Attilio Cucari. SHIPS can be obtained in a revised bound edition (1983) for about \$20.00. SAILING SHIPS is paper bound and currently out of print. I obtained a copy from the local library. It is a wonderful book with a lot of plans that can be used "as is" by ship bottlers.

4. THE LOVE OF SHIPS, edited by B. Kimberg. Out of print but available from Model Ship Builder Magazine (\$15.00). Contains a wealth of line drawings on many ship details. Write to the Ship Builder's Shop at P.O. Box 441, Menomonee Falls, WI 53056.

5. The Late Alan Villiers wrote many excellent books about his life at sea. Most have good photos and drawings of the later deep water vessels that he was associated with (Tunisian, Herceg Caville, "P" Line, etc.)

6. National Geographic Magazine has had some excellent articles on special events such as "The Bounty", "The Mayflower", etc. Look in the Geographic Index under boats, sailing, or ship's names to find the editions of Interest.

7. THE PRIGATE CONSTITUTION AND OTHER FAMOUS SHIPS by F. Alexander McGoun. This book includes a Viking Ship, Santa Maria, Mayflower, Blenheim, Flying Cloud.

8. THE NAUTICAL RESEARCH JOURNAL published by the Nautical Research Guild, 5413 Dahlengue Road, Bethesda, Md. 20815. This has interesting articles of historical significance, and from time to time has plans of old and/or odd ship types which can be scaled down for bottles.



ARK SEMA, one of the plans from SAILING SHIPS by Attilio Cucari.

HUGH GORMAN AND LA GRANDE HEURTINE

One of our founding members, HUGH GORMAN [Deux Montagnes, Quebec, Canada] had the singular honor to be commissioned to build a bottled model of LA GRANDE HEURTINE, flagship of Jacques Cartier. Cartier was the first white man to arrive at the location of present day Quebec some 450 years ago. Hugh had to build the model to fit into an old rum bottle brought to Canada from a museum in France especially for the occasion. Despite delay in receiving the bottle and its unusual shape - a six inch neck, tapered on the inside - a recognizable replica of the ship was completed in time for the ceremonies which celebrated with the Quebec arrival of the Tall Ships [see Bottle Shipwright 4-8a for a special insert about this event.] The model was introduced on television by the actor who portrayed Cartier during the celebration and then presented to the Canada Parks Museum where it was placed on permanent display in a specially constructed stand.

Hugh bottled the first of his many ships while at sea in the early 1950's, and he became a founding member of the original International Ships-In-Bottles Association [Bateau en Boutailles] in Passelilles, France in 1976. He has also been a member of our American group since its inception in 1983. The Quebec authorities can congratulate themselves on selecting the right man for the job, and we congratulate Hugh on his fine achievement.



Hugh Gorman [center] showing his model to representatives of the Societe Saint-James International before placing it in the bottle.



LA GRANDE HEURTINE in the two liter Martinique rum bottle.

CONTAINING THE NEW JACK KECORNE BOOK ON SHIP BOTTLING

John Kuden, the new President of the European Ship-In-Bottles Association has voluntarily agreed to help members of our Association obtain copies of Jack Kuden's new book on ship bottling. The book was released by the publisher on 18 February. Members who would like copies are requested to contact John directly at his address: John Kuden, 32 Astley Close, Pinner, Middlesex, HA9 8DD, England. Please send EITHER Eleven Pounds Sterling in English notes OR \$14.00 in U.S. currency. If you send an International Money Order please send \$15.00 to cover bank charges in England (which are higher for converting money orders than for American dollars). Your order will be acknowledged by an air mail letter and the book will be sent by surface mail (takes up to one or two months to arrive). Every serious ship-in-bottle builder will want this new publication and we thank John for his generous offer to assist.

Don Hubbard



SOPE HINTS ON BUILDING A CHESAPEAKE SKIPJACK

By
George Pinter, Halifax, Massachusetts

I built my model of the Skipjack, Willie Barnatt, using plans for a plank-on-frame model by Model Shipways. I borrowed the three sheet plans from a friend and scaled them down to bottle ship size. I particularly like the skipjack because it has a minimum of rigging but lots of deck details and "goodies" that are fun to make. I am passing on some of my experiences, which might be useful to some other builders, and might also be a springboard to kick off other ideas on the subject.

For natural woods - cooperway decks, mast, etc. I used designer art markers for staining. These markers can be obtained in various wood colors and are fast, neat to use and permanent.

My experiences with dowsing have been so-so, and it seems that no matter how well done outside the bottle, the dowelled parts never seem to go right inside. I would suggest use of a slow-drying adhesive (like Weldbond) that permits some maneuvering of parts before they finally set.

The iron railing stanchions were made by laying pieces of thin wire (stewchips) on masking tape and then cutting them all to size at one time. After these were inserted and glued in predrilled deck holes the wire rail was layed on top and glued in place. The caprail was made by pairing thin strips of insulation from the sides of old telephone wires - about 20 gauge. This gives you half a caprail with a slight concave shape and flat on the back. Pairs of these are glued on either side of the stanchions. This leaves a small gap between the inner and outer rails caused by the diameter of the stanchions, but it is no slight that I do not concern myself with it. However, if you add a bit of clear nail polish where I have indicated with the arrows it becomes a solid rail when painted.

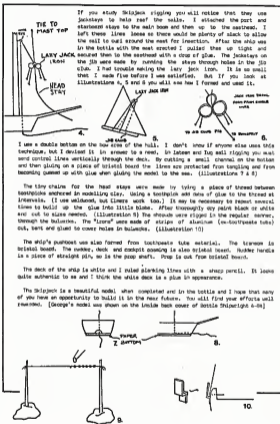


The rails are painted flat black and the caprails are buff colored. I made a lot of use of shore wire on the skipjack - iron rails, davits, shrouds, anchor, etc.

The davages themselves were soldered up using wire and the ends were covered up with fine brass screening. I bought my screening at a hobby shop where they sell it for grating over the cooling blowers on diesel locomotives. I would have preferred a finer mesh, but that was the best I could find.

I rigged the vessel with the usual hinged mast method. The mainmast is attached with threads to simulate mast hoops.







FROM THE MEMBERS

What do you fast Coast builders think about a little get-together later in the year? This is currently just a fever, but there have been some thoughts about a gathering in central Pennsylvania. JACK HINLEY, our President, is currently taking names of interested parties so that a firm date or dates can be arrived at. Send Jack a note if interested and he will put your name on the list (JACK HINLEY, 403 Ashurst Avenue, Coonspolis, PA 15108), Telephone: (412) 294 5830.

JOHN DANSON reports that sale of our subordinated patches has been going extremely well. Out of 150 ordered only six were left (as of February 20th) and he has already sent in a reorder. If you have not yet purchased your patch(es) drop a line (and check for \$3.00 each) to him at 154 Wickham Avenue, Royal Oak, Mich 48073. We are now looking into the possibility of obtaining Decals.

DAVID HARR (Jabalpur, India) asks all of his friends to be patient with him. The time he has available to write letters is almost non-existent due to the recent events in his country. Since last March he has logged over 75,000 KM on the road for various assignments.

HAROLD WHITING (Plainfield, NJ), whose article on building trucks-in-bottles appeared in Bottle Shipwreck 4-84, recently completed a series of 7 large newspaper delivery trucks for a local company. That order came while he was completing a commission for two post office jeeps, and was followed by orders for 2 school buses and a station wagon. He mentions that by the time he had completed half the delivery truck order he was about to take a hammer to the whole works. Too much repetition. Time flies when you're having fun!

GIL CHANDONNEAU (West Southport, Maine) and his wife, Mary, were featured in an article in the June '84 issue of COAST EAST, the Magazine of Maine. Title of the article was, LIVING IN A LIGHTHOUSE. For those of you who do not already know, Gil and Mary live year-round in the extremely handsome Hendrick Reed lighthouse on Southport Island. The lighthouse has been owned by Mary's family since 1829 and it has been her home from the time she was a year old. Gil is a builder of very fine bottled ships which command a great deal of attention at the Mariner's Museum store in Myrtle, RI. His models have appeared in the first two International ship-in-bottle exhibitions (San Diego, 1982 and Osaka, Japan, 1983) and he is known to collectors for his large custom models in antique glass bottles.

PAUL WICKNER (Casselbury, Florida) has completed a bottled model of the DANIEL T. MOORE, which is described in a book by Robert M. Burgess entitled, SEA, SAILS AND SHIPWRECKS. While the model was in the planning stage Paul contacted Mr. Burgess to tell him what he had in mind and was rewarded with a piece of the original planning in the mail a week or so later. This became the basis for the model's hull, a nice addition to to add to its sentimental and intrinsic value. The completed model will be on display at the second Japan International exhibition in Tokyo this March.

JOCHEN SCHWENSKI runs a ship-in-bottle museum in Hamburg, West Germany, and he has produced a series of excellent ship-in-bottle postcards which he is seeking to distribute in the U.S. There are eight photos in the series, and the minimum order is 250 of each view for a total of 2000 pieces. Wholesale price is 0.78 Deutschmarks each (just a bit less than .06 cents), so the 2000 card package will run about \$70.00 plus freight. The cards retail for about \$1.30 each in Germany. If any of you have retail facilities where these might be sold and would like to handle the line, please contact Jochen at Lokstetter day

68, D-2000 Hamburg 20 (Ggpendorf) West Germany.

JOHN HALLSHOF (Aron Lee, Ohio) tells me that a company called CENTURY MODELS, in Arroyo, California, is selling a ship in bottle kit which is not too bad. If you are interested your local hobby shop probably has the address or you can call them directly at telephone number (714) 821 8321.

HELP WANTED-----

WILEY EDWARDS is trying to compile a library of ship-in-bottle books and asks members to let him know if they have any spare copies of related literature that they would like to sell. If so please write to Wiley at 1809 W. 8th St., Lee Arroyo, CA 91024 and state title, condition and price. He has copies of Bill Lucas's book and the three by Per Christensen.

WILEY also suggests that members passing through Colorado Springs, Colorado, visit the National Woodcarvers Museum on Interstate Highway 25 just north of the city and ask to see "Uncle John's Bottles". No ships, but just about everything else including a man on a bike (both made of wood). Rotating the bottle cap makes the bike wheels and riders legs move. Price of admission is nominal.

BILL LINDEN has asked if anyone knows a source for seamless bottles. DON HUBBARD is also interested (and I am sure that others are too), so if you know of any manufacturer or supplier of these please write to BILL (11862 Tarqualee St., Garden Grove, CA 92645) or to Don at the address in the next paragraph.

REPAIR WORK: I receive occasional queries from people who own old bottled ships which are in need of repair. It would be helpful to have a list of builders who do this type of work so that I could refer them to you. If you accept repair work please drop me a note and I will place your name on a list maintained for this purpose. DON HUBBARD, P.O. Box 250, Coronado, CA 92118.



Aerex copy of one of the color postcards produced by Jochen Birkenwald
A Frigate by Viktor Koblir, Basel, Switzerland

FULLERTON, CALIFORNIA If you live near this location we are looking for volunteers. The Heritage House at the Fullerton Archæology (California State University) is sponsoring its Fourth Victorian Fair on Saturday, May 11 from noon to 4 P.M. They have invited us to put up a display and/or demonstration of ship-bottling as one of the events. There is no admission fee and they will provide either a 8 or 3 foot table and chairs for participants. Sales are authorized, and they ask a very low 10% commission to help support the event. If you are interested please contact Kathy Frame at (714) 526 0800 and identify yourself as a ship bottler. I have already committed at least one of us to be there in order to meet their 1 March sign-up deadline, so you will find yourself welcome. Please let me know also. I can help you with some graphics and also information on our Association. My telephone number is (818) 435 3555, or a card to P.O. Box 550, Coronado, CA 92116.

NEW



MEMBERS

Ed Batcho, 111 Millbrook Lane, Carriere, MS 39428
 Frank Berone, Louisiana 39, 2020 Newburg St, WEST GERMANY
 Clyde L. Bradley, 213 W. Shoen, East Morile, IL 61611
 E. Jay Campbell, 534 S. North Bailey, Fort Worth, TX 76107
 John C. Cardonell, Sr., P.O. 1, Box 668-A, Morgan City, LA 70380
 G. Spencer Deal, 3107-A Carrot Lane, Fullerton, CA 92631
 Alex Farmer, 18-2608 Southside Crescent, Ottawa, ONT, K1S0A2, CANADA
 Rick Haster, 1427 Columbia Drive, Glendale, CA 91205
 Richard W. Hicks, 17025 Latracer St., Northridge, CA 91325
 Wendell B. Logan, 3910 Flathead Drive, Annapolis, TX 78109
 George Madara, 83 Westwood Drive, Nashua, NH 03062
 Wendell M. Pfefferle, 1022 Searles Ave., Columbus, OH 43223
 Alfred G. Prosser, 203 Pine St., Lewiston, ME 04240
 Jerry M. Rainert, Luthoustrasse 84, 4690 Harn, WEST GERMANY
 Donald M. Sample, 107 W. Bayview Drive, Annapolis, MD 21403
 George A. Schlusser, 18122 NE 15th, Bellevue, WA 98008
 Leary Walter Skyrin, 2818 - 45th St. S., Gulfport, FL 33711
 Bret Eddy Taylor, Jr., 200 Ridge Road, Grosse Pointe Farms, MI 48236
 David H. Thompson, 2344 Redwood St., Prince George, BC, V3L 2N5, CANADA
 Norman L. Tinsman, 6585 Serenity Circle, Hialeah, FL 33042
 William M. Weiser, 1141 S. Valencia St, Alhambra, CA 91801
 Donald Wood Jr., 306 Spruce St., Channahon, IL 60610
 Robert Allan Zalebal, P.O. Box 45, Edinboro, PA 16740

ADDRESS CHANGE

Gary Alves, 108 E. Richmond St., Dayton, WA 98508
 Donald H. Baker, P.O. Box 24113, Cincinnati, OH 45226
 Joseph T. Canedo, 1 Penny Drive, Essex Junction, VT 05452
 Victor Lund, Luttenweiser St., N-5070 Suite 6, NORTHERN
 Richard Purtee, 1438 Cedar Lane, Norfolk, VA 23508
 Charles H. Rehn, 301 Westburg Drive, Lynchburg, VA 24502
 Alan Rogerson, 85 Alford Crescent, #43, Scarborough, ONT, M1B 3J2, CANADA

SAILOR SAM'S

NOT TO BE BROKEN UNTIL KIT IS PURCHASED

SECRET



15 16

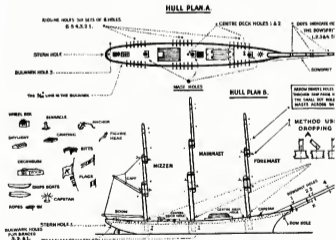
FLAME

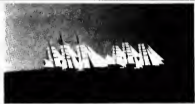
BY SIGNS

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Artwork from top, top, cover of instruction booklet and parts of glen sheet from an English kit purchased in Toronto over 25 years ago by member - Glick Seward. Glick reports that he hasn't seen any of the kits since and he still hasn't built "The Phantom Clipper".





Two models by Parker Leroy.
(Port Howe, Ontario, Canada)

Left: Submarine - built about 1975 from magazine plans.
Right: Parker's first ship-in-a-bottle, scratch built in 1942
while serving in the Royal Canadian Navy.



Left by Otto Falmer
(Pewaukee, WI).



Gloucester Fishing Schooner by Al Daly,
(Pewaukee, WI).

Models by Thomas Lawton (Canton, MI)
 Left: The United Line's QUEEN ANNE.
 Right: The Ford Motor Company one
 cylinder, CRUISE R. WAGON.
 Right: A pair of models designed so
 that there is only one line to pull
 once the vessel is in the bottle.



The McManus Indian Steamer, QUINN/QUINN, Inc.
 1/2 pint bottle by Alex Hallinger (Peabody, MA)



Portable display stand for bottled ships by
 Randy Partinshaw, (Revere, Mass.).



The U.S. Revenue Cut
 [Burlington, Mass.]



Jack Needham

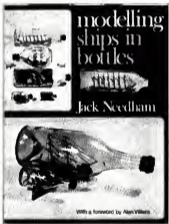
Jack Needham has been making ships in bottles for over 40 years. He is the author of the book "Modeling Ships in Bottles" which I understand has been published recently in an expanded, revised edition.

A retired printer, Jack also served in the Royal Navy from 1940 - 1946. He is well known to model ship bottlers throughout the world and is recognised as one of the top experts in our craft. Jack has demonstrated his expertise at many trade shows in England. He has been written up in many newspaper articles and he corresponds with fellow model ship bottlers throughout the world.

Capt. Alan Villiers wrote in the forward of Jack's book "Mr. Jack Needham's book on the subject of making small ship models to fit into bottles, and getting them in and tastily rigged, is the most comprehensive, thorough and clear exposition of that skill which I have seen. It is a first-rate job." I need say no more!



Written by A. Rogers



Clockwise from upper left: A full-bodied model of big "Maine" battleship... a tiny submarine in a flashlight bulb... a battleship inside a miniature bottle... which measures 2" x 1 1/2" x 1/2"... another battleship in a flask with miniature version inside a jar and finally, the cover of Jack's book



Mr. T. Katsuya demonstrating his technique to a small gathering
of the Japanese Ship-Bottling Association.



The schooner/yacht, AMERICA by Glenn
Brown (New York City, NY)



U.S. Brig-of-war, LEXINGTON, 1795
in 300 inch odds by James T. Scofield
(Vermont, CA)



The Tarris, a DeSak and a Cybreen, built by
John Gurdas (Newsey, England) for his son.



IN MEMORIAM



JACK NEEDHAM, 1919 - 1984
First President, European Association of Ships-In-Bottles

Jack Needham was a giant in the business of building bottled ships. Many of you owe your knowledge of this art to his fine book, MODELLING SHIPS-IN-BOTTLES, and his steady outpouring of letters - about 500 a year - to builders worldwide was nothing short of marvellous. So it is with great sadness that we received word of his sudden and unexpected passing November 6th, 1984. Jack was a printer by trade with some fifty years spent in the business. He served for 6 years in the Royal Navy during World War II, seeing duty along the convoy routes in the North Atlantic and later in several actions in the Indian Ocean. He leaves behind his wife Audrey, a married daughter, two grandchildren, and a worldwide following of good friends. If desired, donations can be sent to the Royal National Lifeboat Institution, c/o G. & R. Lunt, Canning Lane, Sheffield S1, England.